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SATURDAY, JUNE 11, 1910.

大英報

十月大英報

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SINGLE COPY 10 CENTS.

BANKS.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 5% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5% PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager,

Hongkong, 1st January, 1910.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MAX \$7,350,000
RESERVE FUND GOLD \$3,350,000
ABOUT MAX \$7,350,000

HEAD OFFICE:
6 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 5% per annum on daily balances and accepts Fixed Deposits at the following rates—

For 12 months 4% per annum.

For 6 months 3% per annum.

For 3 months 2% per annum.

On Current Account at the rate of 1% per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1856;
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,300,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,300,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 1% per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4% per cent.

For 6 months 3% per cent.

For 3 months 2% per cent.

WM. DICKSON,
Manager.

Hongkong, 26th April, 1910. [20]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yes 24,000,000
RESERVE FUNDS 16,250,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TINGMING.
SHANGHAI. CHINAHUN.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 1% per cent. per annum on the Daily Balance.

On Fixed deposit—

For 12 months 4% p.a.

For 6 months 3% p.a.

For 3 months 2% p.a.

TAKAO-TAKAMIGI,
Manager.

Hongkong, 1st March, 1910. [20]

DUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BANKERS:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Takao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichröder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warshauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne

Frankfurt Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koenig

Bayrische Hypotheken- und Wechselbank

München

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

The UNION OF LONDON AND SHIEN'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be laid down on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,

Acting Manager.

Hongkong, 1st March, 1910. [20]

BANKS

PENINSULAR AND ORIENTAL

STREAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP VIA SINGAPORE, PENANG, BORNEO About 15th June Freight and
GOLCONDO, PORT SAID, Capt. W. H. S. Hall About 15th June Passage.

SHANGHAI, MOI, KOBE, SOMALI About 16th June Freight and
and YOKOHAMA Capt. A. G. Giblin, R.N.R. About 16th June Passage.

SHANGHAI DELTA About 23rd June Freight and
Capt. B. W. M. Snow About 23rd June Passage.

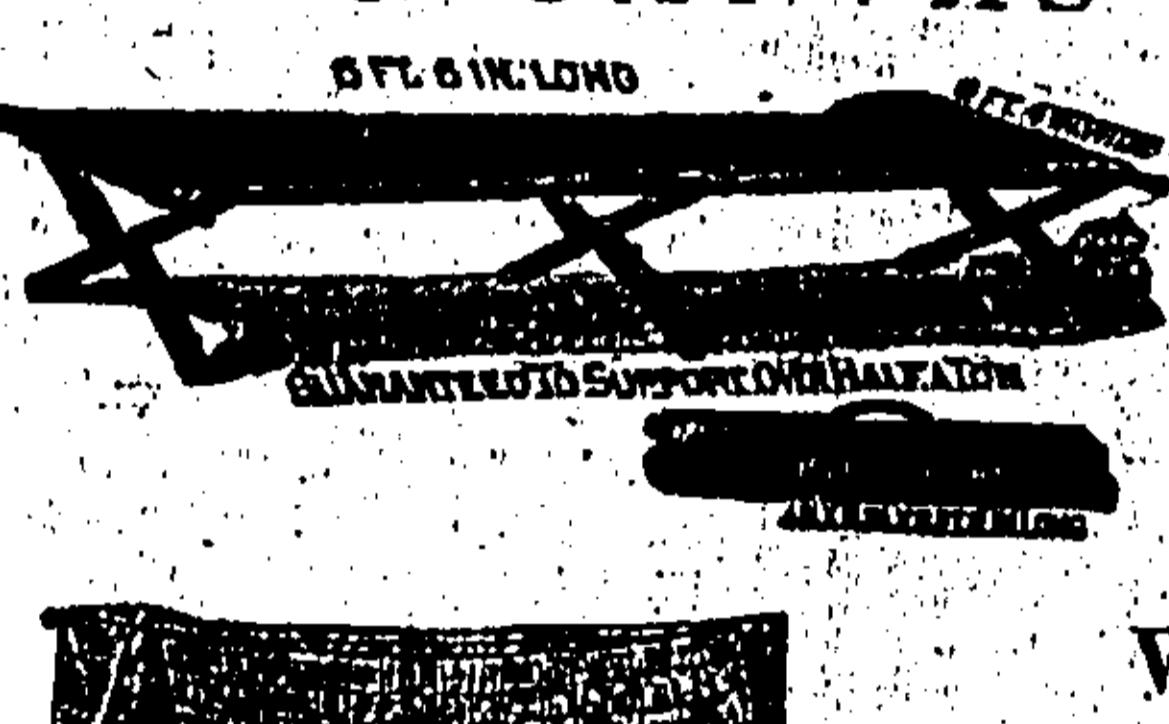
For Further Particulars, apply to E. A. HEWETT,

P. & O. S. N. Co.'s Office, Hongkong, 9th June, 1910. [14]

Futivations.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.



\$8.00

each

Closed.

With
MOSQUITO FRAME
AND
CURTAIN
\$15.00 COMPLETE

THIN SUMMER BLANKETS,

\$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [31]

Pommery and Greno CHAMPAGNE

In Magnums, Quarts and Pints.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

Wine & Spirit Merchants.

Hongkong, 23rd May, 1910. [31]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 A.M. to 10.00 A.M. ... Every 10 minutes.
10.00 A.M. to 11.00 A.M. ... Every 15 minutes.
11.30 A.M. to 12.45 P.M. ... Every 15 minutes.
12.45 P.M. to 1.15 P.M. ... Every 10 minutes.
1.15 P.M. to 1.45 P.M. ... Every 15 minutes.
1.45 P.M. to 2.15 P.M. ... Every 10 minutes.
2.15 P.M. to 3.00 P.M. ... Every 15 minutes.
3.00 P.M. to 3.45 P.M. ... Every 15 minutes.
3.45 P.M. and 9 P.M. 3.45 P.M. to 8.15 P.M. ... Every half hour.

SUNDAYS.

8.00 A.M. to 9.00 A.M. ... Every 15 minutes.
9.00 A.M. to 9.30 A.M. ... Every 10 minutes.
9.30 A.M. to 10.30 A.M. ... Every 15 minutes.
10.30 A.M. to 11.00 A.M. ... Every 10 minutes.
11.45 A.M. to 12.00 NOON. ... Every 15 minutes.
12.00 NOON to 1.00 P.M. ... Every 10 minutes.
1.00 P.M. to 1.30 P.M. ... Every 15 minutes.
1.30 P.M. to 2.00 P.M. ... Every 15 minutes.
2.00 P.M. to 2.30 P.M. ... Every 10 minutes.
2.30 P.M. to 3.00 P.M. ... Every 15 minutes.
3.00 P.M. to 3.45 P.M. ... Every 15 minutes.
3.45 P.M. and 9 P.M. 3.45 P.M. to 8.15 P.M. ... Every half hour.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 8.30 P.M., 11.30 P.M. and 11.45 P.M.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG, 1st April, 1910. [31]

Has the pleasure again of announcing to the citizens of Hongkong that he has opened a consulting room at the above address and will remain till JUNE 27th, a short yet sufficient time to give those in need of his services an opportunity of consulting him if they will make an appointment at their earliest convenience.

He is fully prepared before with the most modern instruments and apparatus, including the Javal Ophthalmometer and the Electric Ophthalmoscope for thoroughly examining and refracting the eyes according to the latest and most approved methods, as employed in the Metropolitan Eye Infirmary, and has the largest supply and greatest variety of all desirable kind and styles of montages and lenses of the best quality ever brought to Hongkong, including several thousand different spherocylindrical and prismatic lenses made specially to order for the correction of astigmatism, and other ocular defects which the common spherical lenses will not correct.

Those having eye trouble or defective vision, who suffer from eye-aches, headache, inflammation of the eyes, lids or weakness of the ocular muscles, and those who are already using glasses which, in most cases, are not the kind required, would do well to avail themselves of this exceptional opportunity and unsurpassed facilities which are offered now for examining and refracting the eyes and providing the glasses of the right kind—an opportunity which for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, has never before been equalled in this Colony and is equal in every respect to the best medical and surgical services abroad, as those who consult him and willing to do so.

Those certified to practice in Medicine, with over 20 years' professional experience, and having knowledge of references and testimonial from well-known and influential citizens of many countries—including several British Colonies and Dependencies, which be visited in 1909—Dr. Lamb can assure those in need of his services the most thorough, reliable and satisfactory professional work, and all glasses he supplies to patients are guaranteed to be correct. Charges reasonable. Hours of Work 9 A.M. to 12 M.

and 2 P.M. to 5 P.M. Address: 21, Des Voeux Road Central.

Telephone: 1270. Telegrams: "Astor."

Under Personal Supervision of

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

CANTON TO CANTON:

MONDAY, 6th June.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATHAN

Intimation.

Powell's Furnishing.

Department

FIRST FLOOR

Alexandra Buildings.

CURTAINS

MADRAS MUSLIN

White and Ecru

Frilled 2 Sides

52 in. 60 in. and 70 in.

wide

in various patterns.

FLOUNCED MADRAS
BLISE BLINDS.

White and Ecru

24 in. and 36 in. long.

HARNESS MUSLIN

in

White and Ecru

Frilled 2 Sides

in

Spot and Fancy De-

signs.

HARNESS MUSLIN

in

White and Ecru

unfrilled, 48 in. wide

various sizes of Spot and

Fancy Patterns.

PLAIN BOOK

Muslin Curtains Frilled

all round

3 yards long

in White and Ecru

\$4.50 per pair.

LACE CURTAINS
in great variety in
White, Ivory and Ecru.

POWELL'S Alexandra Buildings

Consignees.

OSAKA SHOSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship
"TACOMA MARU,"
FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of the cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, June 11th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on 15th instant.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOSEN KAISHA.

Hongkong, 6th June, 1910. [42]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA,"
FROM BOMBAY, COLOMBO & STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The vessel brings its cargo—

From London, &c., ex s.s. "Macdonald."

From Calcutta, ex s.s. "Syria."

From Persian Gulf, ex B. I. S. N. and B. & P. S. & Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 15th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th June, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "VENLEID,"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th June, 1910. [42]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 8th June, 1910. [42]

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 15th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 8th June, 1910. [42]

COMING CIVIL LIST FOR KING GEORGE.

HOW COMMONS PROVIDE FOR ROYAL FAMILY.

On the death of the Sovereign it becomes necessary for Parliament to decide as to the future support of the royal household and the proper maintenance of the honour and dignity of the Crown during the new reign; otherwise, to frame a new Civil List. The House of Commons, before this session close, therefore, must pass a new Civil List Act, allocating sums to defray the personal expenses of the King and Queen, the upkeep of the royal establishments, the payment of civil officers, and of pensions.

The support of the Queen-Mother is already provided for by Section 5 of the Civil List Act, 1901; passed on the accession of King Edward.

In the event of Her Majesty Queen Alexandra surviving her Majesty the King, there shall be paid to her during her life an annuity of £70,000.

At the beginning of every reign the monarch surrenders his hereditary right to the revenues derived from Crown lands and forests, and some minor sources of income, the proceeds of intestine estates, surpluses derived from the Channel Islands, dross of Admiralty, fines, etc. These revenues now go into the Consolidated Fund (which is the united product of various taxes, etc., whence the interest of the national debt and other charges not dependent upon the annual vote of Parliament are paid). A portion of this fund, by special Act, is granted for the support of the royal family, and called the Civil List.

CROWN LAND AND PALACES.

These Crown lands and other revenues, when Queen Victoria came to the throne, were worth £150,000 per annum; in addition, the rent of the royal palaces and parks was worth another £60,000 annually.

This total of £210,000 Queen Victoria surrendered, and in return received by the Civil List £35,000. This was an increase of £75,000 on the sum granted William IV.

The late King, in his speech at the opening of Parliament in February, 1901, the month following the death of Queen Victoria made reference—in words which King George V. will repeat—as to the necessity of providing for the royal estate, as follows:

The demise of the Crown renders it necessary that a renewed provision shall be made for the Civil List. I place unreservedly at your disposal those hereditary revenues which we so placed by my predecessor, and I have commanded that the papers necessary for a full consideration of the subject shall be laid before you.

Subsequently a Select Committee of the House of Commons, of both parties, was formed to consider the framing of a new Civil List, and a message which had been sent to the House of Commons by the King, which ran:

His Majesty, being desirous of making competent provision for the honourable support and maintenance of his son, the Duke of Cornwall and York, his daughter-in-law, the Duchess of Cornwall and York, and his daughters; the Princess Louise, Duchess of Fife, the Princess Victoria, and Princess Charles of Denmark (now Queen of Norway), and being further desirous that similar provision should be made for her Majesty the Queen in the event of her surviving him, and for the Duchess of Cornwall and York in the event of her surviving the Duke of Cornwall and York, recommends the consideration thereof to his Majesty's faithful Commons, and relies on their attachment to adopt such measures as may be suitable to the occasion.

QUEEN VICTORIA'S LIST.

The sums which had been granted by the Commons in the Civil List Act for the reign of Victoria were as follows:

List A.

Civil List..... 385,000

Prince of Wales..... 40,000

Princess of Wales..... 10,000

Prince of Wales's children..... 36,000

Internal works at Windsor Castle and Buckingham Palace..... 10,000

List B.

Dowager German Empress..... 8,000

Duke of Connaught..... 25,000

12,000 each to three younger daughters of Queen Victoria..... 36,000

Duchess of Albany..... 18,000

6,000

Duke of Cambridge..... 1,000

Duchess of Mecklenburg..... 3,700

Total, this £533,000 was, after deliberation of the Select Committee of the Commons of 1901, increased by £6,000 to a total of £540,000, allocated thus:

Civil List..... 470,000

Pensions to members of Queen Victoria's household..... 35,000

£12,000 each to three younger daughters of Queen Victoria..... 36,000

Duchess of Albany..... 18,000

5,000

Duke of Cambridge (or George V.)..... 10,000

Duchess of Cornwall (Queen Mary)..... 10,000

Provision for the King's daughters at £6,000 each..... 36,000

Other charges connected with the royal establishment as in previous list B..... 72,000

HOUSEMAIDS £2,000; POOT £70.

Certain alterations were made, in the disconfinement of the Master of the Buckhounds, who had a salary of £1,500, and consequently of the Royal Hunt, expenditure on which had been £4,000 per annum. In the accounts published by the Select Committee, it is interesting to note that "House-maids," £70, "Examiner of Plays," £300, "Poet Laureate," £70, "Medical Staff," £140, "Surveyor of Pictures," £200, "Ecclesiastical Officers, Salaries, and Allowances," £6,019.

The annual expenditure on Buckingham Palace and its mews in 1901-2, was £7,270.

At the end of the year, the Glasgow and Edinburgh Stock Exchanges were petitioning the London Stock Exchange to refuse a special statement, asking what the directors were going to do—they were going to withdraw the whole concern?

"We had better shut up shop," advised a shareholder at the back of the hall.

Another, recalling that it was reported that the Glasgow and Edinburgh Stock Exchanges were petitioning the London Stock Exchange to refuse a special statement, asked what the directors were going to do—they were going to withdraw the whole concern?

The chairman, replying to a perfect bombardment of questions, said the board were just as astonished as the shareholders at what had happened.

(A Voice: You had better

facilities for inquiry.)

The income from both these duchies has increased greatly during recent years, owing to the increase in value of the properties.

Payments made to the Monarchs from the revenue of the Duchy of Lancaster in 1891 was £5,000; in 1892 it had increased to £6,000; in 1893, £7,000; in 1894 £8,000; and in 1895 £9,000.

INCOME OF THE DUCHIES.

It should be understood that, apart from the grants of the Civil List, the revenues from the Duchies of Lancaster and Cornwall go to the Monarchs, from the revenue of the Duchy of Lancaster was £5,000 in 1891.

In 1892 it had increased to £6,000; in 1893, £7,000;

in 1894 £8,000; and in 1895 £9,000.

The income from both these duchies has increased greatly during recent years, owing to the increase in value of the properties.

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in 1894 £8,000; and in 1895 £9,000.

Intimation.

**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E
VERY OLD LIQUEUR
SCOTCH WHISKY
A Blend of the Finest Pure Malt
Whiskies distilled in Scotland
GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG
BRAND
GUINNESS' STOUT
In PINES and SPLITS.

**A. S. WATSON & CO.,
LIMITED.**

THE HONGKONG DISPENSARY.
Hongkong, 3rd June, 1910.

DEATHS.

On June 4, 1910, at Shanghai, Kathleen Mary, infant daughter of Mr. and Mrs. G. Burton Sayre.

On June 4, 1910, at Shanghai, Eileen Louise, the infant daughter of Mr. and Mrs. Lent; aged six months.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATE £6 (IN ADVANCE). DAILY—3s per annum. WEEKLY—3s 6d per annum.

The rate per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. One copy sent by post an additional £1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 11, 1910.

BLIND GUIDES.

About one thousand six hundred years ago, the Japanese began eagerly to learn many of the arts of civilization, including writing, from the Chinese. The latter gradually taught them their systems of philosophy and ethics, and with a start of a thousand years, it is not surprising that the Chinese were at that time by far, the superiors of the Japanese in all that we call civilization. Chinese writing was at first the only kind known, but in the 9th century the kana, or writing derived from Chinese characters, and having phonetic values, was invented. Confucianism and Buddhism both came from China to Japan, and "Shintō" as the English call it is really simply "Shén Tao" or "the way of the Spirit." The corruptions of modern Japan disguise the truth, now only hinted at, but once realized, the ancient "Way," and the arduous security of the most gloomily difficult unlearned languages conceal what writer could in the "remains of Lao Tzu," the old infant. From man to man, before the Japanese had learned to speak, the sounds of the vowels and the original

of their civilization. The world-shaking changes of the nineteenth century have reversed the roles to a strange extent, and in a manner unparalleled in the history of mankind. The sudden advances of Japan in those conveniences and mechanical improvements in which the European races have made such gigantic strides in less than five generations did not impress either the philosophical literates or the conservative pléb of China. Only when the embattled superiority of Japan, armed with death-dealing cannon, shattered the mediaevally equipped hordes of China, did the latter realize that the former teachers must become the taught; and that she must go to school to Japan. As usual, a bad beginning was made. First of all the Imperial Government sent a number of young men to Japan to get a thoroughly modern education. It was supposed that with the innate superiority of everything Chinese, these youths could not fail rapidly to absorb all that was useful in the new Japanese methods, and that these together with the good old ways would replace China in her true position. The Japanese use of Chinese written characters and of Chinese literature and culture would be of great assistance to these students. Moreover, the cost of maintaining students in Japan was but a fraction of the great expense of sending them to Europe or America. In 1906 the old Literary Examinations were abolished, and "modern subjects" substituted in the competitions for literary degrees and Government offices. Some of those students who for the past few years had been studying in Japan were easily triumphant in contests of knowledge in which their home-trained competitors were beneath contempt. Of course this resulted in a general rush to Japanese schools and universities of all students who could either get sent by the Government or scrape the few necessary dollars together. Soon there were more than fourteen thousand Chinese students in Japan. Some of them were no doubt sincere and diligent men, but it is notorious that the vast majority were not bent on really acquiring knowledge at all, but went to Japan merely to obtain the name of being foreign educated students and the prospect of being given official employment. Large numbers of these only stayed six months in Japan, and as short a stay as only three months was not unknown. For the Japanese are not a nation of pure saints, and of course numbers of them, seeing a glorious chance of making money, entered upon a course of educational speculation, and any number of establishments offered themselves as teachers and as "rapid guides to modern learning" for these Chinese candidates for certificates. Every kind of school came into being, all offering high sounding "graduates" titles and "graduation" or "masters of arts" diplomas, and the like, after an improbably short course of study. Fees charged, and competition in obtaining or rather purchasing certificates and diplomas led to a rising market and at last a boom. Of course the fortunate scions of wealthy families, however ignorant and idle, could, after brief and enjoyable visit to Tokyo and an experience of its pleasures and amusements rather than of its seriously learned institutions, obtain by their command of money diplomas degrees which were the coveted prize, worked for conscientiously through years of poverty by honest but penurious scholars. We say years, for in order to acquire honestly a good and solid education in Japan a Chinese would have to spend two years learning the Japanese language, and at least four years more for a man of genius and say five or six for an able man to acquire all the rest. Naturally a reaction set in, and the rush to Japan has been checked by many causes, notably by the Board of Education in Tokyo which generally co-operated with the attempts of the Chinese Government to discourage the smatterer and the diploma-hunter. But grave mischief has been done. We ourselves have seen it, and we have exclusive information concerning some of the worst evils consequent on the state of affairs described. Provincial Governments, knowing no better, and perhaps not caring very much about the new-fangled learning and its, in Chinese literary eyes, shallow and contemptible worth, were not difficult to persuade to appoint Japanese headmasters and professors in Government schools, and under their influence to authorize the appointment of great numbers of returned Chinese students from Japan as teachers or "professors" or even "interpreters" to assist Japanese schoolmasters. The ridiculous and pitiful results are suddenly to every serious student and to every sympathizer with the deserving class of patient toilers who handicapped by bitter poverty struggle to make industry and ability supply the ascending motor power of hard cash. The blind are leading the blind, and those who see clearly are being left in cold unemployment while the purblind are made guides of the people. The evil does, it is true, bring its own remedy with it, for returned students from Japan are beginning to be regarded with at least suspicion by those interested in advancing knowledge in the schools. They can no longer claim employment almost as right. Why the Government of China sends any students to Japan, at all is a long inquiry. We think that if a number of Chinese, after a severe course of school in China, are sent for a reasonably long and arduous practical course in Japan much good might be done. But it would depend on the interpretation given by the Chinese native words, reasonably long, arduous, economical.

A HARBOUR MYSTERY.

DOCK LAUNCH FOUNDERS' CREW MISSING.

At daylight this morning, the Water Police from Tsimshatsui Station discovered a founder'd launch lying close in to the sea-wall, about fifty yards eastwards from the Police Pier at Kowloon. The sunken craft was capsized, over her side, leaving only the top of the funnel and the port edge of the awning showing above the surface. From the sea-wall it was possible to discern the characters "K" on her bows, denoting that she belonged to the flotilla of small craft owned by the Hongkong and Whampoa Dock Company, Ltd.

Immediately upon this fact being ascertained, the Dock Company were apprised of the mishap, and a survey party was soon on the spot. Later on, steam-lighter "K8" came alongside the sunken launch. Divers were sent down to find out the location and preparations were made for

RAISING THE WRECK.

by means of beams stretched above her from the "K8" to a second lighter. So far the information obtainable regarding the results of the diving operations is not very extensive. At this part of the sea-wall frontage, it is known that there are some formidable rocks on the bottom, but whether or no these caused the damage does not transpire. The bow is lying in mud and the stern appears to be resting in the rocky region.

THE MISSING CREW.

There is an air of mystery surrounding the whole affair. In the first instance, no reason can be assigned for the launch being found in such a place at all. She was last seen off the Kowloon Dockyard at half-past seven o'clock on the previous evening, and in the ordinary course of events she should have remained there until this morning at daylight. It appears that the Chinese coxswain had no authority to leave his moorings at the Dockyard, and as he and the crew have disappeared no account can be got as to how the accident happened.

It can only be conjectured that the launch was taken out into the Harbour for fun after dark and that either she fouled a buoy and had to run ashore or else the coxswain mistook his bearings coming round Blackhead's Point and ran on the rocks. The Chinese crew may have been drowned or they may have abandoned to escape the consequences. The latter is the more feasible proposition.

LOCAL AND GENERAL.

MR. J. D. Lloyd, Cadet, passed his final examination in Cantonese, on the 13th May, 1910.

This name of Dr. L. E. Mitchell, B.A., M.D., C.M., has been added to the Register of Medical Practitioners entitled to practise medicine in the Colony.

COMMANDER and Mrs. Basil Taylor and party were amongst the spectators at the Dragon Festival celebrations to-day at Cheung Chow.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 28th May, 1910, amounted to 19,001.19 tons and the sales, during the period, to 29,876.91 tons.

TWO Chinese were charged in the Police Court this morning for being in possession of 13 taels of opium at Tsim-sha-tsui. The men were discharged and the opium was ordered to be confiscated.

THIS being the fifth day of the fifth Chinese moon, the Dragon Boat Festival was celebrated with the customary enthusiasm by the boat community in the Colony. As usual the snake-boat races at Aberdeen attracted thousands of spectators.

A SHARP shock of earthquake was felt at Manila on 7th inst. at 8.40 p.m. with principal movements from north to south, the centre of the seismic disturbance being, so far as the observatory was able to determine, either in Nueva Ecija or along the Batangas coast. Observatory reports show that the shock was not severe at any place in the Philippines and that, while sharp, it was of but short duration, the vertical movements lasting only two seconds and the horizontal but one. It is believed that the effect of the shock was felt from the south of Mindoro to Pangasinan.

CROWN-SERGEANT Garrod this morning arrested four Chinese near the Post Office for behaving in a disorderly manner. The Sergeant told the men about three or four times to depart in peace, as they were obstructing the roadway, and each time the recalcitrants came back howling at one another, with the evident intention of buying stamps, although there was still some time for the Post Office to open, the howling and hooting being engaged in apparently to secure first place. The men later appeared before Mr. J. R. Wood and were remanded, bail being allowed in the sum of \$4 each.

This case was concluded before Mr. E. R. Hallifax, at the Magistracy this morning in which S. E. Allana and D. R. Capita were charged by Miss Delta Huxley, of No. 49, Hollywood Road, with alleged assault in her bungalow on the 26th February last. His Worship found the defendants guilty of common assault and sentenced each of them to fourteen days' imprisonment. Messrs. F. P. Hett and Mr. M. R. Harris, who appeared for Allana and Capita, respectively, intimated that they wished to appeal against the conviction and the defendants were remanded on bail in the sum of \$100 each and a personal bond of \$50 each.

LAUNCH AT KOWLOON.

This morning, there was launched from the Kowloon Yard of the Hongkong and Whampoa Dock Company, Ltd., a 70-foot composite steam-launch which has been built to the order of Messrs. Jardine, Matheson & Co. The craft is specially designed for Harbour use at 5' 6" the trim little vessel took the water, she was christened the "Thistle" by Miss Cudlipp. Among those present at the launching ceremony were Hon. Mr. Henry Keswick and Mr. R. M. Dyer, Chief Manager of the Docks.

COLOUR-VISION AT SEA.

SHIPS' OFFICERS' DISABILITIES—LOCAL COMBINATION REQUIRED.

A shipping correspondent writes:—One of the disadvantages under which officers of the British Mercantile Marine in Hongkong labour is the absence of a local organization through whose medium united expression might be given to the views obtaining locally on various matters affecting their interests from time to time. Some years ago there was a British Mercantile Marine Officers' Association in Hong Kong. Unfortunately, this Association has passed out of existence, but it will always be remembered for the important work it did, assisted by the Hongkong Telegraph, in connection with the carrying through of the local Sunday Labour Ordinance, which has since been adopted as a model by all British Crown Colonies in framing legislation to prohibit unnecessary Sunday labour on vessels in port. That achievement forms a good instance of the efficacy of combined action.

Just as Sunday labour was the crying question some fifteen years ago, so to-day the attention of British mercantile marine officers is focussed upon the need for a revision of the examination tests for colour-vision at sea. The majority of officers in the East East are members of the Merchant Service Guild,

a body which has done yeoman service for its constituents and remains fully alert on all questions affecting their interests. The Guild has just completed a successful fight with the Board of Trade in the famous Tratties case where the point at issue, though one of colour-vision pure and simple, involved the whole question of the Board of Trade methods of examination of officers for the detection of colour blindness. The Tratties' case has passed through so many stages of official inquiry and has obtained such publicity both in the Home Press and in Parliament that it is hardly necessary to review the facts of the case. It is sufficient to state that Mr. Tratties, who had been twice failed for colour-vision and ordered to surrender his second mate's ticket, was ultimately subjected to a severe test of ability on the Thames by direction of the special Court of Inquiry which sat on his case and that he came through the ordeal triumphantly.

THE WOOL TEST.

As a result of this case, it is probable that pressure will be brought to bear upon the Board of Trade for a replacement of the effete wool test for colour-vision by a more rational method. For the benefit of the general public it should be mentioned that the present system of testing colour-vision is to hand to the candidate a tag of coloured wool, and ask him to pick out the shades that match with it from a mixed assortment of wools set before him. These examinations are conducted indoors and in the testing process many shades of colours are employed that would never enter into the purview of an officer on the bridge at sea, where the sole colour-vision requirement imposed upon him is the ability to distinguish a green light from a red light and a white light from both.

In his judgment, Sir Francis Mowatt, who presided over the Board of Inquiry in Tratties' case, said:—"I do not think that the selection of wools by daylight, as I saw the test applied, affords a conclusive test of a man's ability to pick up lights at night under the open sky, or to distinguish between the three colours in use at sea."

An English shipping paper declares that this investigation has demonstrated the total unsuitability of the existing scientific tests for discovering whether a candidate's colour-vision is sufficiently normal to permit him to navigate. Setting such a point must rest on the Board of Trade, and nothing short of a total change in the present system of colour examination can be satisfactory. Another commentator makes the pungent remark, that dog fanciers ought not to be set to judge canaries even though the dog fanciers may be able to write F.R.S. after their names.

A TEST FOR DRAPERS.

At the annual meeting of the Merchants Service Guild, Lord Musker who has done so much in the House of Lords to champion the cause of the Guild said:—"There is not the slightest doubt that the whole system of testing for colour-vision ought to be radically altered, and with a view to preventing further injustice, I am prepared to do what I can in assisting you to bring this about. The very fact of the Board of Trade resulting in officers for examination in colour-vision to two examiners who had previously failed him is a sample of the sorry treatment you receive at the hands of those who, did they realize and perform their duty towards the country, should protect and encourage, rather than harass the Captains and Officers on whom the efficiency of the Merchant Service so much depends. As events have proved, this colour-vision test should be carried out in a practical way. You are officers of ships, and not drapers' assistants. If you can distinguish quickly and accurately the lights at sea—as Mr. Tratties can—you, obviously so far as colour-vision is concerned, are competent for the position which

you occupy." From what appears above it is apparent that the Merchant Shipping Guild are not going to let the grass grow under their feet in taking steps to get this injustice removed, and they cannot afford to neglect it. However, I assure you that

THE HORSE, THE DOG AND THE MAN.

The following verses, dedicated to the telephone that the messenger who was bringing his speech was run over by an automobile and the manuscript has been lost:

THE HORSE, THE DOG AND THE MAN.

"The horse and the dog and I am a man and I fastened him to a fence."

THE HORSE TO THE DOG.

"For the life of me, I don't see a bit of sense."

NOTES BY THE WAY.**RUBBER SHARES.**

During the past week, the feverish interest occasioned by the advent of rubber in the local Rialto cooled down considerably in more than one quarter, which was perhaps the natural result of last week's smart set-back. I came across some of the young blood of the Colony, who are ever ready to plunge headlong into gambling stocks, and judging from the down-in-the-mouth expression which illuminated their features, I surmised that their calculations had been upset a bit as a result of their impulsive recklessness, and afterwards I found that my surmises were correct. I wonder how many chickens have already come home to roost?

ADRIFT IN THE SEA.

Such things as twentieth century booms provide a profitable source of amusement to humorous writers and funny artists. Already, the abilities of *Punch* about the pocket-filling product of the age have delighted more than one household. But all the inspired metres of *Punch* are nothing compared to some of the sketches having as their subject good old rubber which have sprung from the fervid imaginations of the comic artist. To give an instance, I saw the other day a striking sketch in a Home paper. It was the picture of a handful of men in a boat which was being tossed about on a troublous sea. In the water were a far greater number of people with distracted faces, who had evidently the misfortune to fall overboard. In the background were the words, "Brighter Prospects" in gigantic type and the whole idea of the sketch appears to have been suggested by the recent slump in the rubber market in London.

The artist was of opinion that the slump was at least responsible for one good thing, and that was that the market had got rid of the timid, nervous creatures. Rather hard on the timid ones, isn't it?

THE LATE KING.

The following good story about the late King Edward appears in the *Advertiser*:

It is a matter of history how devoted to King Edward were the Indian Princes, a large number of whom were personal friends of His late Majesty, and there is a little story which, even if it is not literally true, has, we believe, some good foundation in fact. It is related of a very well-known Indian noble, a veteran who had first met His Majesty on his visit to India as Prince of Wales, and the encounter took place when the Indian noble was at home for the Coronation. His Majesty, who was on terms of close personal intimacy with the noble in question, related the story of how Blondin once offered to take him across his tight rope in a wheelbarrow, the tight rope at that particular moment being stretched across the Niagara Falls.

"I, however," said the King, "declined with thanks!"

"Boshak, Your Majesty," said the Maharsah, "but do you know what I would have done had I been there?"

"No, Maharsah, I don't," said the King.

"Sabib, I should, at once have drawn my sword and cut his head off—the treacherous scoundrel with his *chucker phari!*"

KING, GEORGE AND THE NAVY.

Our new King, whose accession has, according to a great master of eloquent expression in a Calcutta contemporary, been saluted from "ice-whipped pines to drooping palms of the many hued, many-tongued millions," has, like his revered father, been popular in all circles of *le monde et son résumé* throughout his career. Having been "broken in" by the British Navy, it would be strange if this result had not evoked, for they leave a great recipe for turning a man into a right good fellow! It is sometimes a rough school and their ways are ready, but they are successful. Who has ever heard of a "ragging" case in the Navy, and yet We remember at the time when the young Princess, H. R. H. the late Prince Victor and His present Majesty, were sent on a cruise round the world in the old *Brickbells*, in those days a first class cruiser, a story got about that caused considerable anxiety: it was said that the enterprising members of the gun-room mess had procured to mark both the young Princes as Government property by shooting a big broad arrow on their noses! The story was grossly untrue, of course, but as we say rarely, if ever, hear of what is done in the Navy in order to teach the young idea how to shoot. All that is apparent is that the system, whatever it is, works exceedingly well and the results are excellent.

HIS FIRST TOAST.

"Mr. Toastmaster and Gentlemen," said

OUR JAPANESE VISITORS.

The Japanese cruisers *Aso* and *Saga* are due to leave for the North at six o'clock this evening. Last night Admiral Ijichi, Commanding the Japanese Training Squadron, entertained a party of twenty to dinner on board, the company including Mr. T. Funatsu, Consul-General, the leading members of the Japanese community, staff officers and commanders. This forenoon H.I.H. Prince Kitashirakawa (who belongs to the Cadet Corps) paid a visit of ceremony to Mr. T. Funatsu at the Consulate, Admiral Ijichi, Captain Suzuki and Captain Sato being also among the guests.

After leaving Hongkong, the two Japanese cruisers will go to Mako in the Pescadores for bunker coal, proceeding thence to Wontung and probably to Nanking before steering homewards.

SOUTH SEA EXPEDITION.

RETURN OF THE "ALBATROSS."

After a thirty months' cruise in Philippine waters with a party of scientists who discovered innumerable monstrous shapes in the deep, and sent most of them back to the Smithsonian Institution, the Fish and Game Commission steamer Albatross, Commander C. M. McCormick, United States Navy, entered the Golden Gate and dropped anchor off Sausalito yesterday morning, report the San Francisco *Chronicle* of 5th ult.

Only a few minor specimens were brought back aboard the vessel, as all the important ones were shipped in tanks directly from Manila. Practically all that are on board at present are those of peculiar varieties of spaw taken from deep-sea water and a few small fish and water bugs.

During the first year of the expedition Dr. Paul Baitch of the Smithsonian Institution was in charge of the expedition, but later his place was taken by F. M. Chamberlain, a scientist in the employ of the Bureau of Fisheries, who returned to San Francisco on the Albatross.

The Albatross left San Francisco in October, 1907, and proceeded to Manila, where she made her headquarters. Since that time she has been engaged in a thorough examination of the fish in those waters. Assistants to the scientist in charge were recruited for each trip from the Manila schools, and a Filipino crew was shipped while the vessel was in tropical waters, only a few whites being employed in the more responsible positions.

AN INTERESTING TRIP.

Captain McCormick said yesterday that the expedition had been an uneventful one, save for the occasional finding of some new sea monstrosity. They met the rims of only a few hurricanes, nobody died on board, and the chief excitement was exploring uncharted harbours in the more southerly Islands, rendered dangerous by jutting reefs of coral.

"As to where the commercial benefit of such an expedition comes in," said Captain McCormick, "I am unable to say. Certainly it has intense scientific interest. Naturally enough, if anything is to be done to benefit the fisheries in those waters, the commission must know all about conditions there first, and I am sure that the knowledge which the scientists obtained will prove of inestimable value, from both a commercial and scientific point of view."

The Albatross went as far south as the Celebes Islands, and visited hundreds of harbours and inlets in the archipelago lying between Luzon and Borneo. The captain is an enthusiastic amateur photographer and took hundreds of pictures of the scenes at various places where they called. One of the most typical is that of a Selu chief, who came aboard as nearly possible as he was born, and left the vessel rigged out in a motley uniform called from the cut-off clothes of the officers.

VERIFIED NAV SURVEY.

While no hydrographic survey work was done by those on board—the captain says that he learned the incorrectness of the old Spanish charts of the more out-of-the-way places, but that the new American survey, which is nearly completed, is quite reliable, the trade routes being all properly and correctly charted.

The Albatross carries complete apparatus for catching fish, taking all kinds of soundings, fetching up samples of deep water and all kinds of animal life from the bottom of the ocean, and special bombs for dynamiting when it is desired to force fish to the surface, so that they may be seized.

At Honolulu the Albatross was quarantined for two weeks, as there was chicken pox on board. But as he was permitted to take fuel and supplies aboard, Captain McCormick left that port, deciding to spend the balance of his quarantine period at sea. The vessel passed by the quarantine officials at this port.

The Albatross will remain here for some time to undergo a thorough overhauling, and in July will go north to Alaska waters to undertake a complete investigation of the salmon fisheries. As soon as the weather begins to close she will return to San Francisco and will probably start on another South sea trip next spring.

LAUNCH AT NAGASAKI.

At the Mitsubishi Yard at Nagasaki the keel has been laid of a torpedo-destroyer to be named the *Yamakaze*. The new boat has a displacement of 1,50 tons, a speed of 33 knots an hour, and a horsepower of 2,000. The vessel is a little smaller than the British destroyer *Swift*, but is of the latest type.

The French Mail of the 9th May has been delivered in London.

A FIRE broke out in the early hours of this morning in a house in Shanghai Street. The house, which was used as a grocery shop, was completely burnt out. The damage is estimated at \$4,000.

THE NANKING EXHIBITION.

A TRIUMPH OF PEACE.

Seldom has the inauguration of a great festive enterprise been attended by more anxiety than that which was experienced by the responsible officials during the past few days in connection with the Nanyang Industrial Exposition which was formally opened at Nanking yesterday morning, says the *Shanghai Times* of 6th inst. Happily all the fears and rumours which were current lately and for which the precautionary measures taken by certain members of the Consular Body at Nanking in view of possible disturbances of the peace there have proved to be ill-founded, and the opening ceremony came off under even more brilliant auspices than the most sanguine people had anticipated. It was conducted by H. E. the Viceroy Chang Jen-chun in the presence of a tremendous concourse of foreigners and Chinese, including most of the exhibitors and thousands of visitors from all parts of China, from the Straits, from India, from Australia, from Egypt, from South Africa, from America, and from Europe. Most of these visitors were, of course, Chinese, and the enthusiasm by which they were animated over the idea of this, the first exhibition on a national scale, that China has ever organized, may be gauged by the fact that the first entrance ticket to be sold at the gate was purchased after tremendous competition by a Chinese gentleman who wishes to preserve it as a memento of a great and historical occasion, for the sum of Tls. 10,000. The proceedings were really of a formal nature, for although this enterprise is pretty well advanced much still remains to be done before it can be considered in any way complete. In addition to H.E. the Viceroy the ceremony was attended by H.E. Cheng Sa-kan, (Vice-President) to whose unfailing zeal and energy much of the success of the exhibition is unquestionably due; Messrs. Chen Chee, Managing Director; Hsian Swell-kan, Sub-Managing Director; Kien Mao-ting, Secretary; Chang Ming-yih, Treasurer and General Manager; Li Ping-wang, Assistant Manager; Hwang Hsi-chuan, Director of Works; Peng Hi-ming, Director of Publications; Sheng Chi-fang, Director of Exhibits; Kao Hung-kan, Director of Awards; Chen Kwei-ich, Director of Foreign Affairs, and many other prominent men.

But although the preparations are still incomplete the grounds and buildings already present a singularly beautiful and imposing aspect. The King Yuan Park, as our readers are aware, has been turned over to the promoters of the enterprise, who have certainly made the most excellent use of their opportunities. The buildings, most of which are white, number twenty-six in all. Sixteen of them are assigned to the various provinces for the purpose of separate provincial displays, and the remaining ten are devoted to National Arts, Agriculture, Foreign Industries, Arts, Manufactures and Armaments, Chinese Industries in foreign countries, and other departments. Part of the ground is reserved for practical demonstrations in agriculture; a light railway is to be completed at an early date, an elevator has been erected to enable a bird's eye view of the exhibition to be obtained by visitors who so desire, and at the same time to serve as a practical demonstration of modern appliances. Electric light is installed, and all the Chinese gardener's skill has been expended in beautifying the place. Leading up to the main entrance a very fine carriage road has been laid down which is lined on each side with shops and places of amusement and refreshment. No carriages will be allowed to enter the grounds but lorries will be provided by the exhibition authorities, will be available for such as find the size of the exhibition too great for walking. Specifically trained police are on duty inside the exhibition and accord every courtesy to the visitor, whilst a corps of guides are available for the assistance of the visitor who is not a mere sightseer. It is safe to say that whilst the preparations are not yet complete no detail has been overlooked. Every possible arrangement is being made to ensure the comfort and convenience of the visitors, and the only condition now required to make the general success of the enterprise certain is a continuance of fine weather, and of this, we are glad to say, there seems to be every prospect.

UNFOUNDED UNRESTNESS.

We do not propose to devote much space to the many wild rumours which were prevalent in the Settlement all day on Saturday and yesterday regarding the dreadful scenes that were expected to attend the opening of the exhibition. But they were all very sensational and disquieting until the following telegram from Mr. A. H. Collier, thoughtfully circulated yesterday afternoon by Mr. A. W. U. Pope, did much to restore confidence among the foreign part of the community at least.

Nanking, June 4.—9.50 p.m.

"Please assure papers rumours grossly exaggerated. Everything perfectly quiet here and no signs whatever of trouble. Exhibition grounds illuminated to-night and very fine sight."

PUBLIC COMPANIES.

STRUCK OFF THE REGISTER.

The names of the following companies have been struck off the register, v.i.—The Shanghai Caving Company, Ltd., Hongkong Coal and Minerals Company, Ltd., Tung Sang Yu Newchwang Bean Oil Manufacturing Company, Ltd., Man Ying Land Investment and Agency Company, Ltd., Chungking Trading Company, Ltd., Town of the World (Eastern), Ltd., Ho Sui Printing and Publishing Company, Ltd., Sing On Steamship Company, Ltd., Cottam and Company, Ltd., Hongkong and South China Trading Company, Ltd., Heng Fung Flour Mill Company, Ltd., China Fishing Company, Ltd., Kwong Shun Steam Boat Company, Ltd., Oriental Union Fire Insurance Company, Ltd., and Hill Remedy Company, Ltd.

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COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 10th inst.—The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks.

The quotation for Rubber in London yesterday was 9/8.

The market in Singapore stocks remains in a stagnant state.

The local market has been very quiet with a slight tendency most of the week—a slightly better feeling prevails at the close.

Banks—Rule weaker, transactions having been done as low as \$140 during the week.

Nationals remain unchanged at \$76.

Marine Insurances—Cantons are steady at \$778 with buyers the rate. Ulions have

changed hands to a small extent at \$815, and more could probably be obtained at the rate.

North Chinas could probably be placed at Tls. 10. Yangtze, according to latest mail advice, are \$95.

Fine Insurances—China Fires have again changed hands at \$145. Hongkong Fires are

still wanted at \$147.

Shipping—Hongkong, Canton and Macao Steamships close with sellers at \$145 after transactions at the rate. Indo Chinas are a shade weaker with probable sellers at \$168.

In Star Ferries no transactions have been

done, the rate remaining same as last week.

Douglas Steamships are offering at \$135. China Manilas have receded to \$7. Shell Transports

have been the medium of a fair business at

prices ranging from 90/- to 95/- cam dividend just declared of 2/6 final for 999 and 1/- interim for 1910.

Refineries—China Sugars have weakened

further but could probably be obtained at \$7.

Luxons remain a dull market with sellers at \$16.

Mining—Sales of Raubs have been effected at \$145. Chinese Engineering and Mining are unchanged with sellers at Tls. 174.

Docks, Wharves, and Godowns—Hongkong and Whampoa Docks have further depreciated and sales as low as \$16 have resulted.

Shanghai Docks are obtainable at Tls. 78. Kowloon Wharves remain steady at \$18. Shanghai and Hongkong Wharves—Transactions are reported from the North at Tls. 121.

Lands, Hotels and Buildings—Hongkong Lands are on offer at \$100. Kowloon Lands are a buying market at \$14. Humphreys have found buyers at \$8. Shanghai Lands have been sold to the North at \$16.

Cotton Mills—Ewos—Business has been transacted at \$20/-.

According to latest mail advice, Northern Mills are as follows:—Lao Kuang Mows are Tls. 73, Internationals Tls. 62 and Soy Chees Tls. 50.

Miscellaneous—Green Islands are quoted round about \$73. China Providents have been dealt in fairly freely at \$81. Hongkong Electric are to be had at \$40, and China Lights at \$18. Dairy Farms are wanted at \$16 with no sellers. Steam Laundries are in demand and could probably be placed at \$54. Watsons are required for at \$9. Pulps are offering at \$15 local currency and might be had cheaper. Langkangs are quoted in Shanghai at Tls. 145 and Sumatras at \$18, 300.

Rubbers—London Asiatics have been done

at various rates between 12/9 and 15/-.

Singapore Chacks have been sold from London at 117/6

and Sardangs at 137/6. United Sumatras have

changed hands at 10/6 and Ledbury at 10/-.

Eastern Trusts, after sales at 30/- premium,

have risen to 37/6. Rubber Trusts are in de-

sire from the forepart of the ship, otherwise

the sea-water procured is liable to be contami-

nated by oil, coal, or refuse.

The bottles are then drawn up and her-

metically sealed.

The mixture for injection consists of two

parts of sea-water and five of bacteriologically

pure spring water.

The value of the sea-water cure has been

clearly demonstrated by a well-known member

of the Therapeutic Society of Paris, who has

obtained some remarkable cures with the treat-

ment. Experiments are also being conducted

at a hospital at Baile.

"Perhaps the most remarkable thing about

the treatment is its efficacy in skin diseases, for

seaside air is known to have an irritating and

harmful effect on certain skin affections. Sea-

water, injected, seems to have precisely the

opposite effect."

THE SIEGE OF PORT ARTHUR.

Chartering, Java and chartering rates advised just to hand indicate a brisk demand from Saigon to Java per August/September/October. The sugar season is expected to set in July/August, when large shipments are most likely to be ready for export to China and Japan.

Saigon/Singapore.—After quite a length of time a charter has been arranged, at *Heimdal* on lump sum basis of \$5,500, Saigon currency.

Bangkok has been continually in the market

for outwards tonnage for prompt loading, and

charter is on record, at \$3. *Yatling* at 25 cents

per picul from inside the bar and 18 cents from

outside.

Newchwang/Canton.—Two settlements have

taken place during the fortnight on basis of

20,000 opium/25,000 piculs at 15 cents.

Coal freight from Japan has quite unex-

pectedly weakened, and there has been a good

business done to this and neighbouring ports

as follows:—Wakamatsu/Canton \$3;

Wakamatsu/Swatra \$2.50, Muike/Hongay

\$2, Hongay/Canton \$2, Hongay/Swatra \$2,

Labuan/Malaya \$2.10, Straits currency, and

Polo Last/Singapore \$2.50, per ton.

Sail Tonnage loading or to load. For

Baltimore and New York Brit. barque *Edgar*, 2,050 tons net, reg., to load in September/October. Brit. ship *Jatapola*, 2,652 tons net

reg., to load in November/December.

Sail Tonnage Disengaged.—Brit. barque

Arrow, 2,911 tons reg., arrived 20th May.

Departure of Sailors—None.

NOVEL SEA-WATER CURE.

METHOD OF INJECTION.

